

Intimation.

SPECIAL.

Powell's

ALEXANDRA BUILDINGS

Are now showing a
Splendid Variety
of

FASHIONABLE GOODS

at moderate prices.

SUNSHADES

from \$2.75 each.
Smart and Durable.

HOLLAND and DRILL SKIRTS

Well Cut,
Newest Shapes,
from \$5 each.

MUSLIN BLOUSES

Smart, Dainty.
All Prices.

KID BELTS

White, Black, Reseda,
Navy, Myrtle, Magenta,
Sky, etc.
Latest Shapes,
from \$1.50 each.

LINEN BELTS

- will wash splendidly -
can be laundered like
a linen collar.
Adjustable Clasps—
SPECIAL PRICE
\$1 each.

POWELL'S

Alexandra Buildings.

Hongkong, 11th August, 1906

Intimations.

K. A. J. OROTIRMALL & CO.,
8, D'AGUIAR STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.
Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS,
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING OF
THE SHAREHOLDERS of this Corporation will be held at the City Hall, Hongkong, on
SATURDAY, the 18th day of August next, at
Noon, for the purpose of receiving the Report
of the Court of Directors together with a
Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY the
fourth to the eighteenth day of August next
(both days inclusive), during which period no
Transfer of Shares can be registered.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
20th August, at 12 o'clock Noon, for the
purpose of receiving the Report of the Directors
and the Statement of Accounts to the 30th June,
1906.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per
Share, declared at the Ordinary Half-
Yearly Meeting of Shareholders, held this day,
will be Payable at the Hongkong and Shanghai
Banking Corporation, on and after WEDNES-
DAY, the 15th August, 1906.

Shareholders are requested to apply to the
Office of the Company for WARRANTS.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE.

IN accordance with Article XVI Section 7
of the Articles of Association the General
Managers have this day declared an INTERIM
DIVIDEND for the half year ending 30th June,
1906, of SEVENTY-FIVE CENTS per Share,
payable to all Shareholders whose names were
on the register on that date.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after FRIDAY, the 3rd August.

SHEWAN, TOMES & Co.,
General Managers.

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-
Turers and DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Genti-
men's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906.

Entertainment.

HONGKONG VOLUNTEER CORPS.
A GRAND PROMENADE
CONCERT
will be held on behalf of the Missions to Seamen
on the
VOLUNTEER PARADE GROUND,
on
SATURDAY, August 18th, at 9.15 P.M.

Tickets: (\$1 and \$1)
may be obtained from Volunteer Headquarters
and from Messrs. Kelly & Walsh.

Hongkong, 11th August, 1906

To Let.

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.

"HAYTOR," THE PEAK.

Immediate Possession.

OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RYON TERRACE.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 15th August, 1906.

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 1st August, 1906.

TO LET.

A HOUSE in KNUITSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1906.

TO LET.

GODOWN, No. 9, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th July, 1906.

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 5th July, 1906.

TO LET—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK" MOUNT KELLET, PEAK,
a 6-Room Bungalow, Tennis Court
and Garden.

Apply by letter only to—

HO TUNG,
"Idlewild,"
Seymour Road.

Hongkong, 31st July, 1906.

TO LET.

NO. 1, ANTRIM VILLAS, Des Voeux Road,
KOWLOON.

(on the sea front).

A Five-roomed House with a Large Square Hall.

Apply to—

HUGHES & HOUGH,
8, Des Voeux Road Central.

Hongkong, 28th July, 1906.

TO LET.

HOUSES in MORRISON HILL GAP ROAD.

4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Wanchai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-
INGS.

Apply to—

PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906.

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,000 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906.

HOTEL MANSIONS.

ROOMS to LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—

THE SECRETARY,
Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906.

TO LET.

NO. 2, OLD BAILEY.

Apply to—

ARRATON V. APOAR & Co.,
45, Wyndham Street.

Hongkong, 8th August, 1906.

THE RUBY AUSTRALIAN GOLD
MINING CO., LD.

GENERAL MANAGER'S REPORT FOR 1905.

(Continued from yesterday.)

LABOUR.

All mine work has been done by Chinese
workmen, of whom there has been the usual
and efficient supply. On the surface, Malays
and Tamils are found most suitable.

The rates of wages paid is much the same as
in previous years, though there is a general
tendency to a higher rate. This has arisen,
no doubt, from the increased demand for labour
by the many new enterprises in these States.

The average rates paid are as follows:—

	Per Day
Shift-bosses	\$1.50
Carpenters	\$1.20
Smiths	\$1.30 to \$2
Drill sharpeners	\$1.20
Fitters	\$1.20
Engine drivers	\$1.20 to \$3
Pump men	\$1.20 to \$1.50
Plat and braccman	\$1.20 to \$1.50
Mine timbermen	\$1.00
Mine trammers	\$1.00
Miners	\$1.00 to \$1.50
Battery men	\$1.00 to \$1.50
Electric drivers	\$1.00 to \$1.50
Electric fitters	\$1.00 to \$1.50
Labourers	\$1.00 to \$1.50
Watchmen	\$1.00

TIMBER.
There has been the usual supply available
for all purposes. For the best timber we are
compelled to go still further into the jungle,
but in using this quality timber we are fully
compensated in its durability—especially under-
ground.

FIREWOOD.
The application of electricity at Koman and
Malacca has effected a great economy in both
labour and fuel, but the demand for firewood is
still great. Instead of the easily procured soft
green wood at \$7 a cord, we are using a much
better steaming wood at \$11 per cord, and we
find that one cord of the latter is equal to about
two of the former, and there is also a saving in
the transport and handling.

GOLD DUTY.
The duty paid has been 2½ per cent. of the
total output, and it is expected that this rate
will remain in force until further notice. The
amount paid during the year is \$7,740, or an
equivalent to nearly 12 cents per ton of ore
raised. Royalty in Australia, India, and S.
Africa is computed at 10 per cent. on profits,
which, in my mind, is a much more equitable
form of taxation.

LICENCES.

Boiler inspections and explosives' licences
have cost us \$278.

PLANT AND MACHINERY.

At Sempam, a new 300 h.p. turbo generator
has been installed, fitted with an automatic
governor. This machine has since been in con-
stant use because of the controller which re-
gulates most effectively any variation in the
generator speed caused by the perpetual start-
ing and stopping of the electric hoist. The
other three generators are run on alternate days,
and are kept in working order. The pipeline,
settling pit, and flume have called for some
repairs. A new 250 h.p. generator has been re-
placed on the switchboard. On the trans-
mission line several poles have been changed,
and new lightning arresters have been added
at various points along the line, and at the
Transformer stations on the mine.

BUKIT KOMAN ELECTRIC HOIST.

After two years and four months since the
first hoist was ordered, we have installed at
Koman shaft one that has given some satisfac-
tion. The motor is 70 h.p., coupled to a
worm gear on a counter shaft, which operates
the 8 ft. diameter drums by spur gearing. It is
fitted with emergency brakes—and these are
only necessary in case of accidents,—also with
an electric brake in the first instance, but this
we changed for a foot release, which gives less
sudden and severe strains on the engine. The
resistance has given considerable trouble
through overheating in a very confined space.
It has since been successfully moved to some
distance from the starter.

The starting is of the simplest kind, and the
native drivers handle it with comparative ease,
and with few accidents.

In connection with this hoist, two new steel
wire ropes have been put on, each 800 ft. long,
of 3½ in. circumference, and having a breaking
strain of 49 tons, and a safety factor of 16½.
The electrically driven Cornish pump has
not given a moment's trouble.

From Bukit Koman a set of high-tension
cables has been taken to Bukit Malacca Mills.

At "Stope" Mine, besides the boiler and
pumping gear referred to, a steam hoist has
been laid down. This was taken from Bukit
Malacca, and has been replaced there by a
ship's winch, removed from Koman fitting
shops.

At Koman, the boilers, steam hoist, and
steam pump are kept in order in case of emer-
gency.

The machinery on the other shafts, shops and
pumping station are in their usual working
condition.

The railway has been extended to Bukit
Malacca from the Jellis Junction, and heavy
rails from Jellis Siding have taken the place of
the lighter ones between Koman Shaft and the
Mill.

The locomotives and rolling stock have been
well looked after, but age and much service
are beginning to show on them.

The Huntington Mills at Malacca are very
expensive to keep in full working order, the
wear and tear being enormous. The average
cost per ton milled is about the same as with
the Stamp Mill, but is chiefly made up of
maintenance and firewood. A saving in the
latter of about \$300 per month has been effected
in substituting electricity for steam.

Koman Mill has been kept in excellent
order, as is abundantly evidenced by the high
rate of efficiency of per stamp per day and the
average running time.

KOMAN MILLING RETURNS.

Particulars and comparisons with the last
three years appear in the following table:—

	1905.	1904.	1903.	1902.
Stamp	45,727	40,125	35,000	40
Stamps crushed	3,452	3,064	2,793	2,777
Monthly average	3,452	3,064	2,793	2,777
Lower stamp for 24	3,452	3,064	2,793	2,777
Average lost time per	3,452	3,064	2,793	2,777
Amalgam produced	3,452	3,064	2,793	2,777
Ballion produced	3,452	3,064	2,793	2,777
Ballion produced per ton	3,452	3,064	2,793	2,777
Ballion produced per cent	3,452	3,064	2,793	2,777
Tailings per cent	3,452	3,064	2,793	2,777
Tailings per cent of ore	3,452	3,064	2,793	2,777
Average losses of ballion	3,452	3,064	2,793	2,777
Milling costs per ton	3,452	3,064	2,793	2,777

(Continued on page 7.)

Intimations.

GOVERNMENT OF BRITISH NORTH
BORNEO.
REVENUE FARMS FOR 1907, 1908, 1909.

TENDERS will be received by the SECRE-
TARY to the GOVERNOR at Jesselton, on
or before 16th October, 1906, for the following
REVENUE FARMS for the year 1907, or for
the three years 1907, 1908, 1909.

OPPIUM FARM.
SPIRIT LICENSE FARM.
PAWNBROKING FARM.
CUSTOMS FARM.
GAMBLING RESTRICTION FARM.

For Particulars, apply to—

GIBB, LIVINGSTON & Co.,
Hongkong.

Hongkong, 1st August, 1906.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

Do. AU CITRON.

FISH PASTE FOR SANDWICH.

PURE DE FOIE GRAS Do.

AND

Other Picnic size tins of PRESERVES.

FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS and
CAKES.

CROSSE and BLACKWELL'S SAUSAGES,
STREAKY BACON, BATH CHOPS, &c.

ALSO

GERMAN SAUSAGES, ASPARAGUS, and other
VEGETABLES.

Hongkong, 21st July, 1906.

THE NEW THERAPY REMEDY

TRADE MARK

This successful and highly popular remedy, used in the
Continental Hospitals of London, Vienna, Berlin, and
others, cures all the diseases of the skin, such as
eczema, psoriasis, and all the diseases of the scalp,
which does irreparable harm by laying the foundation of
the disease, and by the use of this remedy, the disease is
removed, and the scalp is restored to its natural state.

THERAPY NO. 1.

THERAPY NO. 2.

THERAPY NO. 3.

THERAPY NO. 4.

THERAPY NO. 5.

THERAPY NO. 6.

THERAPY NO. 7.

THERAPY NO. 8.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER

SPARKLING
INVIGORATING
HEALTH-GIVING.During the Hot
Damp Weather when
Heavy Drinks are out
of the questions, one's
thoughts naturally
turn to "RAINIER."

Per Case of 4 doz. quarts...\$16.50

Per Doz. quarts ... 4.20

Per Case of 6 doz. pints ... 16.50

Per Doz. pints ... 2.75

A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS,
Hongkong, 11th August, 1906.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportionately, are delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

DEATH.

On August 3, at St. Brise, Jersey, W. J. CLARKE, late of Shanghai, in his 68th year.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 15, 1906.

NANNING OPEN TO FOREIGN TRADE.

The news that the Chinese Government has acquiesced in the proposal submitted by Viceroy Shun that Nanning should be declared open to foreign trade—as reported by our Canton correspondent to-day—will arouse interest and speculation—interest as to the probable effects which will flow from this concession to diplomatic pressure, and speculation as to the motives which led Viceroy Shun to submit the proposal and the arguments which convinced the Imperial Government that his suggestion should be adopted. At the first glance it seems probable that British interests will be furthered by the opening of Nanning, but the question remains whether, after all, the resulting trade, in the existing conditions of river navigation, will be commensurate with the high expectations held in some commercial quarters. It should be explained that Nanning lies on the northern bank of the Tso-chiang branch of the West River, 319 miles from Wuchow. It is declared to be healthy, and to have a population of about 100,000. Some years ago, in 1898, Mr. G. W. Sheppard, of Messrs. Jardine, Matheson & Co., visited Nanning and recorded his impressions of that city, which ranks second to Wuchow in the province of Kwangsi.

He remarked that the "city has rather a prepossessing appearance, and the inclination is rather to over-estimate its importance after the other places en route." Adding: "A fair quantity of shipping lined the bank." Writing in 1899, he expatiated on the difficult navigable conditions along the first forty miles after leaving Wuchow, speaking of "some bad reefs of rocks." Thence there was a clear run of 120 miles to Kwei-yuen, about half way to Nanning, but from Kwei-yuen "there are rocky rapids, and shallows extending for some miles with very sharp turns in the channel, which would render, so it was reported, the passage of a steamer impassable when the river had fallen to a certain stage. Some ten miles below Nanning, and fifty miles below it again, there are also two places where in low water junks are compelled to lighten to two and a half feet." That is not a cheerful prospect for those who entertain the idea of inaugurating a river service between Wuchow and Nanning. In 1901, the British gunboat *Sandpiper* drawing 2 feet 6 inches ascended to Nanning and had rather an adventurous time among the many swirls and eddies, the channel being both tortuous and narrow, and, indeed, "a large swirl on one occasion suddenly rose and caused the vessel to so heel that it seemed impossible it should recover and escape the rocks." Mr. Ernest Alabaster, acting Commissioner of Customs, in his decennial report on the trade of Wuchow, remarked in 1901 that "while the navigable conditions to Nanning are an obstacle yet, perhaps, if particular rocks be removed (no very difficult operation) and the channel straightened, probably a special class of lighter, of large carrying capacity, for towing purposes, will be constructed and cargo go just as well by the West River." The same writer, looking ahead to the time when the Canton-Hankow railway is an accomplished fact, says that Nanning would probably seriously affect the trade of Wuchow. "Most of the lighter products of the fertile region of Central Kwangsi will pass to Nanning for water carriage, but heavier products such as those of the mines, may be sent here." In summing up the acting Commissioner maintained that if the river were cleared of obstacles "then conditions would be something like moving Wuchow to Nanning." Men of shipping experience in Hongkong are not exactly sanguine that any very great impulse will be given to trade from this port by the concession granted by the Chinese Government. Indeed, they are rather inclined to doubt whether anything will be gained by the gracious offering of the Imperial Government. There can be no doubt that as things stand at present the inducement to construct special boats to pass the shallows with sufficient power to counteract the effects of the rapids is not particularly great. It is true that steam launches of light draught would effect a valuable saving of time in the transportation of goods from Nanning to Wuchow, but the Chinese traders are seldom inclined to balance rapidly of transit and greater cost of carriage in favour of old-fashioned methods of transportation, lengthy delays and small freight charges. A matter of a few days is of little consequence in their eyes provided the goods eventually reach their destination at the least possible cost. No doubt the introduction of railways and the adoption of modern ideas generally will educate the better class of dealers to a realisation of the value of time, but steamboat companies cannot afford to pay the expenses attendant on such education of the natives. Even as it is, the steamboats plying on the West River barely return interest on their capital cost and working expenses. One of the notable points in the speech of the chairman of the Hongkong, Canton and Macao Steamboat Co. at the annual meeting yesterday was to the effect that "the working of the West River service continues to be very unprofitable," and the Hongkong-Kongmoon service has had to be abandoned on that account. Of course, it may be deemed a healthy sign of China's progress that she should agree to the constitution of Nanning as an open port, but was there no *arrête presé* when the Chinese Government acceded to the suggestion of the versatile and astute Viceroy Shun? It must be remembered that the Chinese authorities have for long viewed with anxiety the progress of France in Tonkin, and the effects of the extension of the Hanoi railway to Yunnan. May it not be suggested that the Chinese Government, checking French aspirations in the direction of holding a preponderating influence over the district commanded by Nanning by setting all the Powers at each other's throats in the contention for trade advantages in that district? Chinese diplomacy was ever subtle in its motives, and the Chinese would be playing an old game if their idea in opening Nanning to all countries was intended to settle France's "goose." Still, looked at dispassionately, that seems to be the underlying object of China's

generosity. France may advance to Nanning but no farther, for then she would have to override the rights held equally by all nations, and the Powers would not look on calmly while France exerted her sovereign will over the Nanning district. But the Chinese are likely to be themselves outwitted if these considerations actuated their policy of the open door on the West River, for nothing can arrest the increasing influence of France along the borders of Tonkin bounded by Kwangsi and Yunnan. The railway is an invaluable pioneer in international affairs, and France must predominate to the extent, at the very least, of her railway extensions. It is unlikely, however, that Nanning will become a bone of contention among the Powers. So long as Wuchow maintains its pre-eminence as a port and trade centre in Kwangsi, Nanning must continue in a subordinate position. From all this it will be seen that British interests are not likely to be interfered with for years to come, and it is just possible, though it is scarcely likely that anyone will rely upon the event, that the opening of Nanning to foreign trade may bring additional grist to the Hongkong mill.

FIVE CHINESE HEROES AND THEIR REWARD.

Five Chinese carpenters of Hongkong who, at the risk of their lives, saved five sampan people from drowning during a storm which occurred in July last, have been presented with the noble sum of \$5 each. Their deed must have been a heroic one; it would never have come to the knowledge of the police. We learn that they effected the rescue of five persons at the imminent peril of their own lives; their frail craft was nearly capsized half a dozen times; they kept their boat headed for the capsized sampan whose former occupants were struggling in the waves at the last gasp; finally, they managed to drag three persons into the lifeboat, and then had to dive under the hood of the upturned sampan in order to rescue two children. Not once or twice but half a dozen times the gallant Chinese endangered their own lives and it was only when at the point of exhaustion, they that succeeded in rescuing two helpless infants. To those who have lived in the East it reads like a romance. Here were Chinamen, common labourers—imbued doubtless with the inherited belief that it is unwise to save life because then they will be responsible for the maintenance of the rescued here and hereafter—gallantly treading old tradition with no thought that they were heroes or qualifying for the coveted Albert medal. And they were rewarded with \$5 each, from the Bellios Trust Fund. Probably, had there been no such fund there would have been no reward. And how was this reward presented to them? Were the five Chinamen called to face a gathering of appreciative fellow-citizens? Were they received with plaudits till the roof rang, and the whole community of labouring Chinese informed of the nobility of their compatriots' deed? Of course not, they were only Chinese carpenters. Some official at the Police Office handed \$25—possibly in subsidiary coins, for notes are valuable in these days—to another police official, who in turn handed it over to the carpenters, who signed a receipt and there was an end of it. Why, dogs and goats are honoured with badges and medals in England. The horse of a great general wears his medals and lives out his days amid the love and friendship of his human acquaintances. But five heroes are treated like a lot of paupers, and insignificant, disreputable paupers at that. Unless we are vastly mistaken, the general community will agree that these five men—whose names we do not even know and may never learn except after spending a lifetime in the Circumlocution Offices of the Colony—should have been decorated at a public meeting specially convened for the purpose. That meeting might have been held at the new Harbour Office, where the Hon. Captain Parnes-Lawrence, K.C., might have expressed the universal approbation which the entire community feels when a brave act is bravely performed; or, better still, His Excellency the Governor might have called together his trusty councillors and invited the seafaring and other members of the public to attend a ceremony at the Government Offices in order to testify to their appreciation of valour and bravery, especially when these great elements have been found among men of humble origin and alien tongue. The Government would have honoured itself in honouring these men in public fashion, but nothing was done. A paltry \$5, or as one may conceive it, a tremendous gift of Five Dollars—was surreptitiously thrown at them; much in the way that a bone would be heaved at a pariah dog. It was all a hole and corner business, not a duty well done but a disagreeable task suitably performed. Perhaps the Government officials were not exactly certain whether the Chinese carpenters were really heroes, and thought to save the public a general inconvenience. If so, then they succeeded admirably—nothing could have been better; no pearls before swine business for them. And now, more was meant to be spent. A month hence what will those heroes, whom we will still

persist in calling heroes, have to show of their gallant deed done that stormy day in July? Could they not have received a Bellios "saucer," or medal as it is officially termed, or better still, an illuminated certificate in Chinese, which would have constituted an heirloom in five families? And if the authorities had brought this heroic act to the knowledge of the public is it not the fact that the generous-hearted sailormen of the port would have readily put their hands into their pockets to subscribe towards some fitting emblem of their appreciation of the Chinamen's gallantry? Many men have been decorated with gauds galore for less. These five Chinese carpenters can rest content in the surety that those who come to know of their deed will regard them as heroes, and that heroes they remain despite the niggardly manner in which they have been treated by the official world.

AN IMPERIAL BIRTHDAY.

Although this is the anniversary of His Imperial Majesty the Emperor of China's natal day none would suspect it from the appearance of Hongkong, the major part of whose population consists of Chinese subjects. At least, there does not seem to be any violent attempt on the part of our Chinese friends to "maffick," to bedeck their buildings with bunting, to delect our ears with crackers, or to enjoy the hilarity of what is euphemistically termed a "good time." Even the Chinese banking establishments remain open to do business, which shows that the Chinese bankers are not as others, for who ever heard of a European banking house in the Far East neglecting to take advantage of a holiday? His Majesty Tsai Tien (whose reigning name is Kuang Hsi) has had a chequered career during his thirty-four years of life. Born in 1872, he ascended the Dragon Throne at the age of three, but it would be a travesty to say that he has ever known the privileges which appertain to the person of a reigning monarch. All through his short but eventful life the Emperor has been regarded as a vacillating, weak, and consequently, hypochondriacal individual, bearing more resemblance to a pining, infirm infant than a responsible, steadfast, and reliable being. He has been held in leading strings by the strong-willed Dowager-Empress. It is true that he almost shocked the world and amazed his subjects when he was believed to have promulgated certain progressive reforms in the government of his Empire some years ago, but it was only a flash in the pan. And yet, no doubt, he is a very amiable if somewhat eccentric young man, who would have passed quietly through the world, left to his own fancies and unhindered by any, had he not been born to his high estate. Possibly, had he been gifted with the force and energy of his ancestors the Chinese question would have been settled for ever by this time. The genius of the Dowager-Empress has preserved the Empire practically intact, but one wonders what will happen when she is no more. The latest record of His Majesty represents him petulantly pushing away his medicine while a trembling eunuch kneels at his door and begs his Royal master to partake of the draught. Yet all the edicts are supposed to be signed by the Emperor and everything is done in his name, even to the opening of Nanning to foreign trade. Perhaps Kwang Hsi would consider those his best friends, who wished him long life in some retired monastery on the snowy peaks of Manchuria, where he could con the precepts of Confucius and become the embodiment of a mahatma. The only people who will probably spend the birthday in rejoicing are those ministers and officials who have been excused duty at Court for three days in order that they may celebrate the occasion in the bosom of their families.

LOCAL AND GENERAL.

The concluding portion of the report of the Raub Australian Gold Mining Co. for 1905 will be found elsewhere in this issue.

There will be a meeting of the Soldiers' Club Committee at the Soldiers' Club, to-morrow, at noon, for the purpose of selecting a tender for the new Garrison Recreation Club pavilion.

NGA Sin Tse, a stonecutter, of No. 3, Tsai Tsai Mui, was arrested yesterday by the police at Shau-ki-wan, for being in unlawful possession of a musket, without police permission. Ngai admitted the charge and his Worship ordered the musket to be confiscated.

An Indian watchman employed at the Colton Mills, Causeway Bay, charged a coolie before Mr. H. H. J. Gompertz, at the Magistracy this morning, with being in the servants' quarters of the building, last night. The accused admitted being found there and a fine of \$5 was passed.

The first steamer has arrived at Kuda for to load manganese. The steamer is the *Aldershol*, a turret-deck tramp. She arrived in Kuda harbour from China on the 15th inst., after a passage of about 10 days, having met exceedingly heavy weather going down. She loaded 3,000 tons of manganese, and the time allowed is to days, after which she will come on demurrage, if the loading is not then completed.

In connection with the presence of the *Kasado Maru*, of the Toyo Kisen Kaisha, now in this harbour, loading for Calao and Valparaiso, it is interesting to note that her skipper is the son of Captain Fijmar of the *s.s. Japon Maru*, of the command of which vessel the latter relieved the former in Yokohama on her last trip but one.

The Osaka Shosen Kaisha has arranged with the Thirty-fourth Bank a loan of ¥2,000,000 for the purpose of redeeming the 9 per cent. debentures to the amount of ¥4,000,000. The contract loan having been duly signed on the 31st ultimo, the redemption was commenced on the following day. In the course of the day the amount redeemed at the head office of the bank was half a million.

At the invitation of Mr. Matsuda, manager of the Toyo Kisen Kaisha, a small gathering met together to-day, on board the *s.s. Kasado Maru*, the *raison d'être* for it being a little party and an inspection of the vessel which is a reconverted transport sunk by the Russians, and raised by the Japanese. A highly interesting as well as instructive time was spent by the visitors on board, amongst whom the enterprise of the Toyo Kisen Kaisha was much commented upon. Details of the proceedings will appear in our next issue.

On many occasions Chinese coolies, who watch the proceedings of cases at the Police Court, have had to be hauled out by Usher Fox and charged with contempt of Court. The "contempt of Court" in those cases were simply smoking in the Court-room, but a case which was heard before Mr. Gompertz this morning illustrates how much respect the average coolie has for a British Court house. The coolie was arrested by Usher Fox for committing a nuisance on the wall of the Court-room. On being placed before his Worship the coolie was ordered to pay a fine of \$25.

PEER Rux, an Indian cattleman, residing at Yau-mat, was arraigned before Mr. H. H. J. Gompertz, at the Police Court this morning, on a charge of allowing his cattle to stray on Crown land. Mr. H. J. Gardiner, in the office of Mr. O. D. Thomon, appeared for the defendant and pleaded not guilty to the charge. Sergeant Appleton said that at four o'clock this morning, while on patrol, he saw forty-eight head of cattle grazing in King's Park. Mr. Gardiner said in charge of the cattle. Mr. Gardiner here said that from what the sergeant said he would plead guilty to the charge and ask for a nominal penalty. Sergeant Appleton said that the defendant had since September last been convicted on five different occasions for a similar offence. His Worship said the nuisance must be stopped. He would pay a fine of \$20, and be bound over in the sum of \$20 to be of good behaviour for one year.

Even in this Colony of many marvels, it might perhaps be difficult to find an apter conception of the abstraction "love's labour lost," than that exhibited during the past few days in some of our principal thoroughfares, in the busiest hours of the day, but more especially along the Praya, from Blake Pier to the Harbour Office. Daily gangs of coolies have been, during the present prevailing hot, dry weather, assiduously sweeping the dust along the streets into little heaps, which the breezes then come along and scattered into the eyes of unwary passers-by, to say nothing of the clouds thus blown into the shops and offices along the route of their operations. Truly, things in Hongkong just now are wonderfully and fearfully ordered. Surely a few buckets of water in the hands of the coolies would do more good than the microbe-raising brooms, for the latter, at this time, serve no good purpose and constitute a real annoyance and a nuisance.

The Portuguese Co., Shanghai Volunteer Corps, turned out in a strong force on the night of 9th inst. under the command of Lieut. J. Nolasco, for practice in patrol work, street fighting, etc. The company had been warned that an alarm would be given sometime between the 9th and 12th of the month, and last night was selected. At 9.15 p.m. three rockets were sent up from the Club Union and five minutes later three more were sent up. Within twenty minutes the majority of the company had fallen in at the Club fully equipped. They were then divided into parties and distributed round the district bounded by North Point, North Seachuen, Fearon, Hambury, Boone and Ha'ting Roads, where patrols were posted and other movements carried out. Lieut. Col. M. Watson, commandant of S.V.C., and Capt. Collyer, S.V.C., visited the several patrols and watched the men at work. The officers expressed themselves as highly gratified at the turnout and appearance of the company and gave them some good advice. At 11.30 Lieut. Nolasco reformed his men and marched to the Hong-kew Park where they were dismissed, and an instructive night's outing came to an end.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores made at the King's Park range in the pool competitions, on Saturday and Sunday, the 11th and 12th August:

A. J. W. Watt	59+11=70
Sir Francis Piggott	65+4=69
R. M. Ezeckiel	51+16=67
G. E. Morrell	47+20=67
A. Jenkins	61+5=66
R. D. Atkinson	48+18=66
J. C. Cow	65+ct.=65
J. McInnes	52+12=64
H. W. Bird	45+19=64
E. W. Terrey	48+14=62
A. Ritchie	51+10=61
Dr. G. M. Harston	41+20=61
J. H. Pidgeon	60+ct.=60
W. Chatham	40+20=60
A. Tuxford	51+9=60
S. T. Egerton	37+20=57
A. Gibson	44+12=56
Dr. W. W. Pearse	45+10=55
W. J. J. Calt	43+12=55
A. Halloway	41+14=55
W. L. T. Davis	44+10=54

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

MANCHURIAN RAILWAYS.

OPERATING COMPANY'S PROPOSALS.

ACCEPTED BY THE JAPANESE GOVERNMENT.

[From Our Own Correspondent.]

Shanghai, 15th August,
12.35 p.m.

The Committee appointed by the Japanese Government to deal with questions affecting the Manchurian railways have agreed to the regulations proposed to be put in force by the operating company.

HONGKONG STUDENT'S SUCCESS.

REMARKABLE EXAMPLE OF "SELF-HELP."

Friends of Mr. Kwan King Sun, a younger brother of Dr. Kwan King Leung who is a well-known resident of this Colony, will be pleased to know that he has graduated this year from the Cornell University, Ithaca, N.Y., with honour, and has been elected a member of the American Chemical Society. This is a remarkable record for a Chinese student abroad seeking for an higher and advanced education, since this young man only went over to the United States in July last year. In the space of one college year, he has made himself proficient in all requirements of the college, passed his final examinations and receiving his diploma with honour, which, it is stated, would have taken an ordinary man three years to achieve.

A brief account of Mr. Kwan's career may not be uninteresting to the numerous acquaintances of Dr. Kwan King Leung. Mr. Kwan King Sun received his first English education in the Diocesan School in this Colony. Thence he proceeded to Tientsin and entered the Tientsin University where he graduated with distinction just prior to the outbreak of the Boxer trouble. Being then eager to obtain a higher education abroad, but being in humble circumstances, he resolutely set himself to secure employment as a mining engineer in a certain tin mine in the Straits Settlements. There he remained two years and during that time he not only won for himself the reputation of being a faithful, conscientious, and efficient worker, but also the high esteem and regard of his employer. In deference to his father's wishes he again made his way back to Tientsin where his two other brothers are in the Government service, and joined the mercantile firm of Messrs. Bilfield and Son. For four years he worked hard both during and after office hours. When he had saved up sufficient means for his support and education, he resigned his position and proceeded to the States where he has now distinguished himself. We understand that Mr. Kwan intends further to equip himself in other branches of science.

CHINA BORNEO CO., LD.

SLIPWAY BUSY.

The China-Borneo Co., Ltd., launched another lighter for the Cowie Harbour Coal Co., the *Shields*, on the 20th ult., and on the 23rd they launched from their second building berth a small lighter for the Hakau Co., Ltd., of Sandakan. This latter craft is numbered "1."

We understand the China-Borneo Co. will forthwith commence the construction of two more lighters, says the Sandakan correspondent of the *Singapore Free Press*.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 15th at 11.35 a.m.—The barometer has fallen over N. China, owing to a depression which appears to be moving Eastwards over Shantung. Changes in other areas are of little importance.

Pressure is highest over N.E. Japan in the North, and over the N. part of the China Sea in the South. Except over N.E. China, pressure is above the normal generally, the most marked excess, about 0.15 inch, being shown over N.E. Japan, S. China and Formosa. Gradients continue gentle in the South, and light variable winds are indicated over the China Sea.

FORECAST.

- 1.—Hongkong and neighbourhood, variable winds, light; fine.
- 2.—Formosa Channel, S. winds, light.
- 3.—South coast of China between Hongkong and Lamocks, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Laksan*) 16th inst.
French (*Polynesien*) 20th inst.
German (*Prinz Waldemar*) 27th inst.
Australian (*Changsha*) 1st prox.

The Glen Line s.s. *Glenlogan* from London and ports left Singapore on 14th inst., for this port.

The Boston Tow Boat Co.'s s.s. *Lyra* sailed from Seattle on 12th inst., for Japan, Manila and Hongkong.

The C. P. R. Co.'s s.s. *Tartar* arrived at Nagasaki at 7.30 a.m., on 14th inst., and left again at 11 a.m., same day, for Kobe, where she is due to arrive at 6 p.m., on 15th inst.

The P. M. S. S. Co.'s s.s. *Mongolia* will be despatched from this port for San Francisco via Shanghai, Nagasaki (Inland Sea), Kobe, Yokohama and Honolulu, on 28th inst., at noon.

TELEGRAMS.

[Reuter's.]

Russia.

London, 13th August.

Violent robberies of the Government spirit stores and of mails are of daily occurrence in all parts of Russia.

The conditions in Warsaw and Lodz are inconceivable and both cities are a helpless prey to terrorists.

Later.

Greece and Bulgaria.

Frequent fights have occurred between Bulgarians and Greeks; the latest took place in Anchialos (Bulgaria).

A large part of the town was burned, and the Greek Metropolitan is reported to have perished in the flames.

Greek circles in Constantinople are perturbed at the fear of an anti-Greek movement, not merely as an outcome of racial hatred, but of the understanding between Bulgaria and Roumania.

An intention is also attributed to Bulgaria to follow the example of Roumania in applying a prohibitive tariff on Greek imports.

BOY THIEVES ARRESTED.

WOMEN VICTIMISED.

At the Police Court this morning, before Mr. H. J. Gompertz, Inspector Goulay, of No. 2 Police Station, charged a school boy and a servant—both fourteen years old—with stealing a gold earring, valued at 12s, from a woman residing at 94, Queen's Road East, on the 13th instant. A jeweller named Chan Fat, of 179, Wellington Street, was also charged with receiving the earring from the boys, well knowing that the thing was stolen. The boys pleaded guilty to the charge, while the jeweller, who was represented by Mr. K. A. Harding, pleaded not guilty to receiving stolen property. Inspector Goulay said that the woman, from whom the earring was stolen, was the aunt of the school boy. Prompted by the second boy, the first defendant went to his aunt's house, when he heard she was out, and removed the earring. This, it was alleged, they took to the third defendant—the jeweller—shop and sold.

His Worship ordered that defendants receive twelve strokes with the birch each. As regards the case of the jeweller, Mr. Harding asked for a postponement on the ground that he had only just been instructed. His Worship adjourned the case until noon, releasing the jeweller on bail of \$500.

When the case was called on again Mr. Gompertz, who was engaged in another case, transferred it to Mr. Hazeland's Court, who adjourned it until this afternoon. Mr. Harding, addressing the Court later said that the defendant's shop was one of the largest in the Colony with a capital of \$100,000, and that it would be ludicrous to think that they would purchase stolen property. He called evidence to prove his case, after which his Worship discharged the defendant.

A case, which in part was similar to the one related above, came from West Point, and was heard by Mr. F. A. Hazeland, this morning. Inspector Collett charged a seventeen-year-old boy with stealing from a servant maid, of 462, Queen's Road West, a gold earring, valued at \$5, on the 10th instant; two coxies were also charged with aiding and abetting the lad to steal the earring, and Ho Shan, an accountant, in a shop at 39, Queen's Road East, was charged with receiving the stolen pin.

The boy pleaded guilty to the charge of theft; the two coxies denied the charge of prompting him to steal, and the accountant, who was defended by Mr. F. G. Barlow, of Messrs. Goldring and Barlow, also entered a plea of not guilty. Inspector Collett said that the complainant—a servant girl—was going on an errand on the day in question, and when she entered Des Vaux Road West the first defendant rushed up behind her, grabbed the earring and bolted. He was subsequently joined by the two coxies, who took the pin to a shop and sold same for \$1350. The money they divided between them.

The case was remanded.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospital:

R. G. O. passage money fund.....\$50
Tat Shing Paper Manufacturing Co.....25
S. W. To.....20
H. Wickling & Co.....20
A Friend.....20
Hon. Mr. A. W. Brewin.....10
H. G. Calthrop.....10
A. G. Gordon.....10
"B. L.".....10
Lutgens Einstmann & Co.....10
G. C. Moxon.....10
A. Rodger.....10
A. Shaw.....10
Hon. Mr. T. Sercombe Smith.....10
Tata & Co.....10
W. H. Wickham.....10
Phirozsha B. Petit & Co.....10
C. Abdulla and Co.....10
Bismarck and Co.....5
M. H. E. Elias.....5
Erlich Georg.....5
J. Gregory.....5
P. S. J.....5
Jorge and Co.....5
C. V. Lloyd.....5
McGregor Bros. and Gow.....5
H. Ruttonjee.....5
G. L. Tomlin.....5
Woodwall and Co.....5
C. A. Camroddin.....5
Ellis Kadoorie.....5

NANNING'S CHANCE.

PROPOSED AS NEW TREATY PORT.

CHINESE GOVERNMENT'S ANSWER TO VICEROY SHUM.

[From Our Own Correspondent.]

Canton, 14th August.

On the recommendation of Viceroy Shum, the Imperial Government has agreed that Nanning should be declared a port open to the trade of the world. Viceroy Shum has ordered the Taitai of Chekiang and Mr. E. von Strach, the Commissioner of Customs at Wuchow, to make all necessary arrangements pending the opening of Nanning as a treaty port.

The river between Wuchow and Nanning is very shallow, only about three feet of water being found in some parts. It can only be navigated by vessels of light draught which would have to be specially constructed if a steamboat trade were to be inaugurated between Nanning and Wuchow. There is comparatively little trade from Nanning at present, merchandise being brought by junks down to Wuchow; and the navigation of the river is attended with considerable difficulty, as has been experienced by travellers who have passed the rapids. When the goods reach Wuchow they are transhipped to the regular river steamers. As far as I can gather, it would be necessary to construct vessels of the size of steam launches, and specially designed to negotiate the rapids by the provision of special steering gear, before trade could be successfully carried on between the two ports.

The exact extent of the volume of trade has not been ascertained, but from the statements of those who were connected with a vessel, owned by a firm in Hongkong, running between Wuchow and Nanning, the trade hardly justified the continuance of the service. The opening of the port might have the effect of indirectly favouring French interests, since all factories granted to trade are calculated to influence the British trade in South China. The opening of Nanning may also affect French interests in the north.

FATAL ACCIDENT AT WANCHAI.

COOLIE DROWNED IN A BARREL OF WATER.

A coolie residing at No. 29, Keswick Street, Wanchai, was drowned in a barrel of water in his house yesterday. How the coolie succeeded in entering the barrel no definite evidence could be obtained. A few held that it was a case of suicide, while others hold that it was merely an accident. According to the people in the house, where the coolie came to his end, the man was intoxicated shortly before the accident. They saw nothing of him for a long time afterwards and when someone entered the kitchen deceased's legs were seen sticking out of a large barrel which was full of water. The man was pulled out of the barrel, but life was already extinct. The police were summoned and the remains removed to the mortuary. It was surmised that the deceased, who was drunk, entered the coolie house, and must have been playing with the water in the barrel when he slipped in head first and was drowned.

A CARELESS POLICEMAN.

CONVICTED FOR NEGLECTING DUTY.

The Indian policeman, who was remanded on the 8th instant by Mr. F. A. Hazeland in order that he might try to re-arrest a prisoner whom he allowed to escape, came up on remand, at the Magistracy, to-day. The policeman failed to effect a capture. It may be remembered that on the morning of the 7th instant his Worship convicted a coolie for theft and sentenced him to three weeks' hard labour and six hours' stocks. The defendant was deputed by the inspector on duty to see that the stocks sentence was carried out. The Indian took the convicted man down to the Praya Central, saw that he was properly locked in the stocks and stood guard over him. When the coolie had done three hours in the stocks he turned to the Indian constable and said that he wanted to go to the public latrine. The policeman got the man out of the stocks, went a bit further by releasing one hand of the coolie from the handcuffs and marched him to the latrine. The coolie entered, while the policeman waited at the eastern door. He waited for a considerable length of time and finding that there were no signs of the coolie he went in to investigate, when to his surprise he discovered the latrine was empty. His man had escaped through the western door of the latrine, taking with him a pair of Government handcuffs. His Worship held that accused had neglected his duty, but as he had a very good character in the force, he would take that into consideration and deal with him leniently. He would pay a fine of \$7.

ALLEGED EMBEZZLEMENT.

CHINESE MERCHANT DISCHARGED.

Before Mr. F. A. Hazeland, at the Police Court this afternoon, Ng Kai Shek, formerly manager and partner in the Chung Shun paper firm, of No. 65, Bonham Strand, was charged on remand with embezzling—with one Ng Sing Sam, the absconded second manager and brother to the defendant—the sum of \$25,665.86, the funds of the firm.

Mr. F. C. Barlow, of Messrs. Goldring and Barlow, prosecuted, the defendant was represented by Mr. G. K. Hall-Button, of Messrs. Brutton and Hett, and Inspector Smith watched the case for the police.

Mr. Barlow, who had previously been requested by his Worship to interview the Captain Superintendent of Police, regarding the withdrawal of the charge, repeated the request. He said that some satisfactory arrangement had been arrived at between the parties, and as the case was more for a civil Court, he would ask that the charge be withdrawn. The defendant, it is understood, had agreed to refund the money to the Chung Shun firm.

The police had no objection, neither did Mr. Hall-Button, and the defendant was released.

CLAIM FOR WORK DONE.

THE WRONG DEFENDANT.

In Summary Jurisdiction this morning before his Honour Mr. A. G. Wise, P. J. Judge, the Fook On Loong, of No. 22 Lower Lascar Row, contractors, sued Wong Fook Chau, of No. 146 Wellington Street, rent-collector, for recovery of the sum of \$48, being balance due by the defendant to the plaintiffs for work done and material supplied.

Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the plaintiffs, Mr. Otto Kong Sing appearing for defendant. When the case was called on his Honour said that if he had taken the case on Friday, when the parties appeared in person, it would not have taken ten minutes, but, as they disputed it, he set a date for the hearing, and then first comes Mr. Otto Kong Sing, and says he is instructed to appear for the defendant, and ask for an adjournment, and then you come in and say you have just been instructed to represent the plaintiffs, and I suppose you'll ask for an adjournment also?

Mr. Dixon: No, my Lord, I can go on.

His Honour: Then I don't know how long it will take.

Mr. Dixon: It should not take long, my Lord, the evidence is short. The work was done by the plaintiff, and at the time the arrangement was made the plaintiff believed that the defendant was the owner of No. 6 Amy Lane, and subsequently he found he was his agent. He submitted he was entitled to sue the agent.

Mr. Dixon: What?—was it Sanitary Board work?

PHILIPPINE REQUIREMENTS.

ANOTHER OPPORTUNITY FOR HONGKONG SHIPBUILDERS.

We understand that Mr. Amos P. Wilder, Consul-General at Hongkong for the United States, is in receipt of blank proposals and general instructions to bidders for the construction of one sea-going tug, one stern paddle wheel steamer, one steam launch, and one hull for steam launch. The bids will be received by Captain and Quarter Master W. S. Scott, Office of Water Transportation, Manila, P.I., until 27th September, 1906. As yet the Consul-General has received no instructions to advertise for tenders from Hongkong firms for the construction of these vessels, but parties visiting the Consulate will receive all information as to the requirements of the Insular authorities.

CONSTITUTIONAL GOVERNMENT FOR CHINA.

According to a statement emanating from Peking the Travelling Commissioners have already presented a memorial to the Emperor and the Empress-Dowager recommending the adoption of the Japanese constitution as most suited to the special conditions obtaining in China. Constitutional government is undoubtedly in the air. The Travelling Commissioners have not been back in China a whole month before the subject is being eagerly canvassed on every side, and rumour is busy with all manner of prognostications. From Japanese sources we were assured not many days ago that an indispensable preliminary to the framing of a Chinese constitution would be the translation of the principal constitutions of the world—a work that would occupy at least one year. After that initial step an exhaustive treatise would still have to be prepared on each of the eighteen provinces of the Empire, particulars regarding their customs and administrations, before the actual work of compiling a practical constitution for China could be undertaken. In this way the day of reform would most probably be postponed for fully twelve years. To-day, however, we are asked the regard the matter as being virtually settled and to think of China on the point of enjoying the measure of representative government in vogue in Japan. The margin between the two estimates is too wide. While the one is more in keeping with China's traditional methods of procedure the other, which it will be noted, has been circulated subsequently, betokens almost an unseemly haste and may, perhaps, be merely an expression of a wish, that has begotten the thought, on the part of some keen reformer, or it may be intended to divert the possible suspicion, which the first estimate might provoke, that dilatory tactics are still the order of the day. Be this as it may, it is clear that a new spirit is permeating China and that one of its characteristics is a capacity to develop in certain directions an unprecedented rapidity of movement. There has been little delay in giving practical expression to the new watchword "China for the Chinese"; it may not be altogether outside the bounds of possibility that China will elect to rush into constitutional reform when other nations differently minded would prefer to advance with extreme caution.

There is nothing unreasonable or out of the way in the suggestion that China should adopt the ready-made constitution with which Japan is able to provide her, and, the thinking world is likely to applaud such a step on her part. Nations and individuals have been occupied in framing constitutions for many centuries and the margin of originality left is by no means considerable. It will generally be found that one or other of existing constitutions will cover the ground required, and where modifications are necessary to suit local conditions, they are better introduced in the wake of practical experience than as the unproven theory of an ideal.

For many reasons, therefore, China need not go further afield than to the neighbouring Island Empire for a practical lesson in representative institutions, and we may welcome the sound common-sense that has prompted the Travelling Commissioners to sum up thus briefly the conclusions derived from their flying tour abroad. Literati would no doubt compile a most interesting, comprehensive and stupendous treatise on constitutional government at the expense of infinite pains and research; in all probability no one would read it, and meanwhile China would continue to be the victim of maladministration. Better far that years thus consumed in the theorising of students should be devoted to the actual test and, where needs be, adjustment of a constitution already in existence.

It remains, however, to be seen what reception is accorded to this practical suggestion. For the moment the star of the Travelling Commissioners is in the ascendant and reform is the order (on paper) of the day. There have, however, been similar occasions in the past and no one has been found capable of taking the tide at the flood. Constitutional government for China is not the end all and be all of that mysterious movement which is urging her people on with a desire to place their nation on a level with the great Powers. It is, indeed, but one small step in advance. The whole body politic has to be raised from the slough of national apathy and effete civilisation to a consciousness of a power for better things than have satisfied it in the past. Here, it would seem, will be the rub. In recommending the adoption of the Japanese Constitution the Commissioners were careful to point out that such a scheme of representative government was no way implied a diminution of the Imperial power. They may have no difficulty in persuading their Majesties of this elementary fact, but they will be hard put to it to win the consent of the great bureaucracy that has so long battered on the ignorance and helplessness of China's millions. For this class the political regeneration of this vast Empire sounds the death-knell of the exclusive privileges it has so long abused. Better for them that the country remains as it is, that they may not be disturbed in their enjoyment of the good things of the earth. That such a condition of affairs spells the continued supervision by foreigners of China's administration is nothing to them. This "interference" on the part of the foreigner is rather an advantage, as it serves as a rallying cry to distract the attention of the masses from their own shortcomings. From this class, therefore, must opposition to all practical schemes of reform be looked for. It is not to the interest of its members that real education should permeate China; they prefer that ignorance and helplessness should continue to prevail, and to that end they may be relied upon to encourage these fallacies by proclamations in the manner of the Viceroy of Canton a few weeks ago, bidding the people to protect the moon (during an eclipse) from being swallowed up by the Dragon. The great distances in China and the lack of rapid communication are among the obstacles to the spread of education and enlightenment. With the latter will come a consciousness of a dormant capacity for better things, and on that can be built the soundest of constitutional governments. The motive power of the new machine, however, must be entirely up-to-date and its name should be self-respect.

—N. C. P. News.

CANTON Schemes.

PROPOSED COMMERCIAL COLLEGE.

[From Our Own Correspondent.]

Canton, 14th August.

Last year Viceroy Shum suggested to the general Chamber of Commerce the advisability of opening a commercial college, but no step was apparently taken to establish such an institution. Now a member of the gentry named Sum Hau Chi comes forward and offers to establish a college of this description at his own expense. He applied to the Educational Department for a piece of land as a site and the request was readily granted. Mr. Sum is a well-educated gentleman and has had a great deal of commercial experience. He has obtained the co-operation of a certain Mr. Chu, who has completed his studies in a similar college in Japan. Mr. Chu will probably be appointed the head-master of the proposed institution.

THE WATER SUPPLY.

The scheme of Viceroy Shum to supply Canton with a water service will, to some extent, be hindered by the departure of the manager of the works, Mr. Chu Wing Cho, who left Canton a few days ago. It is rumoured that Mr. Ai Hon, the manager of the naval college of Canton, is to be appointed to the vacancy.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Unions \$80, Hongkong Fire \$120, China Fire \$91, H.K. C. and M. Steamboats \$261, ex div. China and Manila \$21, Shell Transports 27/0, Hongkong Wharfs Tls 240, Cottons \$141, China Borneo \$104, China Providents \$9.10, Dairy Farms \$17, Tramways \$235, Ices \$136, China Lights \$10, Langkats Tls 220.

Sellers:—Canton Insurances \$335, Shell Transports London 29/0, China Sugars \$150, Rauba \$64, Hongkong Docks \$152, Hongkong Lands \$110, West Points \$50, Hotels \$125, Cements \$241, Electric \$15, Ropes \$20. Sales:—Indo-China \$7, Shell-Transports 27/0, Rauba \$64, Hongkong Lands \$110, Nominal:—Hongkong Banks \$850, London 29/10, National Banks \$47, Douglas's \$47, Kowloon Wharfs \$106, Shanghai Docks Tls 97, Humphreys \$113, Watsons \$13, Fowells \$14.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2 1/4
Do. demand 2 1/4
Do. 4 months' sight 2 1/4
France—Bank T.T. 2.66
America—Bank T.T. 51 1/2
Germany—Bank T.T. 2.16
Netherlands—Bank T.T. 1.58
Do. demand 1.58
Hongkong—Bank T.T. 72
Singapore T.T. 10 1/2
Siam—Bank T.T. 10 1/2
Java—Bank T.T. 10 1/2
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OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

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MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.			
FROM		STEAMERS	DOE
GLASGOW	and LIVERPOOL	"CYCLOPS"	23rd August.
GLASGOW	and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW	and LIVERPOOL	"KINTUCK"	30th "
GLASGOW	and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW	and LIVERPOOL	"MACHAON"	6th "
GLASGOW	and LIVERPOOL	"MOYUNE"	13th "
GLASGOW	and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW	and LIVERPOOL	"CALCHAS"	20th "
GLASGOW	and LIVERPOOL	"MENELAUS"	27th "
GLASGOW	and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FOR		STEAMERS	
* LIVERPOOL DIRECT	" TYDEUS "	20th August.	
LONDON, AMSTERDAM & ANTWERP	" ACHILLES "	28th	"
* MARSEILLES, HAVRE & LIVERPOOL	" ALCINOUS "	30th	"
LONDON, AMSTERDAM & ANTWERP	" DIOMED "	11th	September.
* GENOA, MARSEILLES & LPOOL	" PELEUS "	20th	"
LONDON, AMSTERDAM & ANTWERP	" CYCLOPS "	25th	"
* HAVRE, ROTTERDAM & LPOOL	" KINTUCK "	30th	"

* Taking Cargo for Liverpool at London Rates.

† Via Bangkok.

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OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL.
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>via</i> NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.
	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMER	DOE
TACOMA, SEATTLE, VICTORIA and } PACIFIC COAST	"STENTOR"	8th September.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 15th August, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO, SHANGHAI & VLADIVOSTOK	"PAOTING"†	17th August.
CHINKIANG	"KWANGSE"†	18th "
SHANGHAI	"YUENHANG"†	21st "
CEBU and LOILO	"HUNGKIANG"†	22nd "
SHANGHAI	"TIENSIN"†	24th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"†	27th "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

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Hongkong, 14th August, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon midships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 18th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 25th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 11th August, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	15th August.
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents

Hongkong, 15th August, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
* SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	17th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE MEDITERRANEAN, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.		
SPEZIA.....	HAVRE and HAMBURG,	18th August.
Capt. Malchow.....	Via SINGAPORE, PENANG and COLOMBO	
* SILESIA.....	NAPLES, HAVRE and HAMBURG,	4th September.
Capt. Biele.....	Via SINGAPORE, PENANG and COLOMBO	
HELVETIA.....	HAVRE and HAMBURG,	10th September.
Capt. Neumann.....	Via SINGAPORE, PENANG and COLOMBO	
* SCANDIA.....	NAPLES, HAVRE, ANTWERP & HAMBURG,	18th September.
Capt. v. Döhrren.....	Via SINGAPORE, PENANG and COLOMBO	
SENEGAMBIA.....	HAVRE and HAMBURG,	2nd October.
Capt. Peter.....	Via SINGAPORE, PENANG and COLOMBO	
SEGOVIA.....	HAVRE and HAMBURG,	11th October.
	Via SINGAPORE, PENANG and COLOMBO	

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerman.The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

ITHAKA	SHANGHAI AND NAGASAKI	THURSDAY, 16th inst. Freight and Passengers.
DAPHNE	NAGASAKI AND VLADIVOSTOK	Beginning of September. Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

For steamers of the Coast Service marked † to

SIEMSEN & CO.

Hongkong, 13th August, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	KWONGSANG	THURSDAY, 16th August, 4 P.M.
MANILA	YUENHANG	FRIDAY, 17th August, 4 P.M.
TIENSIN	CHIPSING	SATURDAY, 18th August, 4 P.M.
S'PORE, SAMARANG & SOERABAYA	CHUNSANG	TUESDAY, 21st August, 3 P.M.

* Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

† These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 14th August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 6th.
"ARABIA"	4,483	Metzenhain	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Agent.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be despatched as above,
on SATURDAY, the 1st September, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 2nd August, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"FOXLEY,"

Captain Butcher, will be despatched for the
above Ports, on or about the 4th September.For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 8th August, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American Ports.PROPOSED sailings from HONGKONG
to CALLAO, IQUIQUE, VALPARAISO,
via JAPAN PORTS (KOBE AND YOKO-
HAMA)."KASADO MARU," 6,000 tons,
sails on FRIDAY, the 17th instant, at Noon,
instead of as previously advertised."GLENFARG," 4,000 tons,
sails on or about August 25th, at Noon.
(Date of sailing subject to alteration).Taking freight also to other Western Coast
Ports of South America transshipping to the
Connecting Line.The above steamers have splendid accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.For further information as to Freight and
Passage, apply to

K. MATSUDA,

Manager.

Hongkong, 11th August, 1906.

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN
FRANCISCO.

THE Steamship

"TONAWANDA"

will be despatched for the above Ports, on or
about the 20th instant.For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th August, 1906.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain S. H. Belsion, will be despatched for
the above Ports, on FRIDAY, the 17th instant,
at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 11th August, 1906.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"POLYNESIE."

Captain Broc, will be despatched as above, on
or about MONDAY, the 20th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 13th August, 1906.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

THE EAST ASIATIC CO., LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN."

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazar-
dous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, whence delivery
may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 21st instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 21st instant, at
9.30 A.M.All Claims must reach us before the 27th
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 14th August, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA."

FROM BOMBAY, CLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
by mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo:—
From Marseilles, ex S.S. Himalaya.
From Calcutta.
From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 11th August, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA."

FROM BOMBAY, CLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. Macedonia.
From Italy.
From Australia.
From Calcutta, ex S.S. Syria.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 15th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 9th August, 1906.

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship

"RADNORSHIRE."

Captain J. M. Haffner, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
at Kowloon, and stored at Consignees' risk and
expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 20th instant will be sub-
ject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th August, 1906.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SCANDIA."

Captain von Döhrren, having arrived from the

